

DC METROPLEX BWI COMMUNITY ROUNDTABLE
c/o Maryland Department of Transportation Aviation Administration
991 Corporate Boulevard
Linthicum, Maryland 21090

July 25, 2017

Mr. Robert A. Owens
Terminal Assistant District Manager
Capital District
Federal Aviation Administration
800 Independence Ave SW
Washington DC 20591

Re: Operational Remedial Measures Related to BWI Community Roundtable
Status Quo Ante Resolution

Dear Robert:

Thank you and Scott Proudfoot for your presentation on behalf of the FAA at the BWI Community Roundtable meeting on July 18, 2017. At the meeting, three remedial actions were discussed that the FAA could pursue while the FAA PBN Working Group develops changes in instrument flight procedures and other remedial actions are considered in response to the Roundtable's *status quo ante* resolution and request submitted to the FAA on March 31, 2017:

(a) On departures from BWI Airport, seek the waiver you described during your presentation to the Roundtable that would allow air traffic controllers to vector aircraft to recreate some of the flight path dispersion indicated on the attached FAA diagrams, and train and instruct controllers to do so;

(b) On arrivals to BWI Airport, revert to air traffic controllers vectoring aircraft on a course to the line of intercept (i.e., final approach course) rather than vectoring to a fixed way point, with the objective of recreating flight path dispersion of which the attached FAA diagrams are indicative. Controllers would not vector aircraft to fixed way points on arrivals;

(c) With respect to aircraft altitudes, FAA would train controllers and coordinate with airlines, making them aware of the noise, vibration and other harmful effects thrust upon BWI community residents by low-flying aircraft, and request controllers and airlines maintain aircraft on the glide slope intercept altitudes out to 10 DME and, beyond 10 DME, maintain altitudes of at least 4000 feet, absent a compelling reason to the contrary (e.g., maintaining separation).

As we discussed, the Roundtable hereby requests that the FAA implement these measures as soon as possible. The Roundtable also inquires whether it is possible for controllers to instruct and require aircraft to achieve and maintain specified altitudes during takeoff and descent and, if so, include that as a measure to be implemented.

We are hopeful that implementing these steps as soon as possible will bring relief to harmed BWI Community residents which is badly needed. The efficacy of these measures can be evaluated while changes to instrument flight procedures are being developed by the FAA PBN Working Group and may factor into required instrument flight procedure changes.

We look forward to the expeditious implementation of these measures.

Very sincerely,

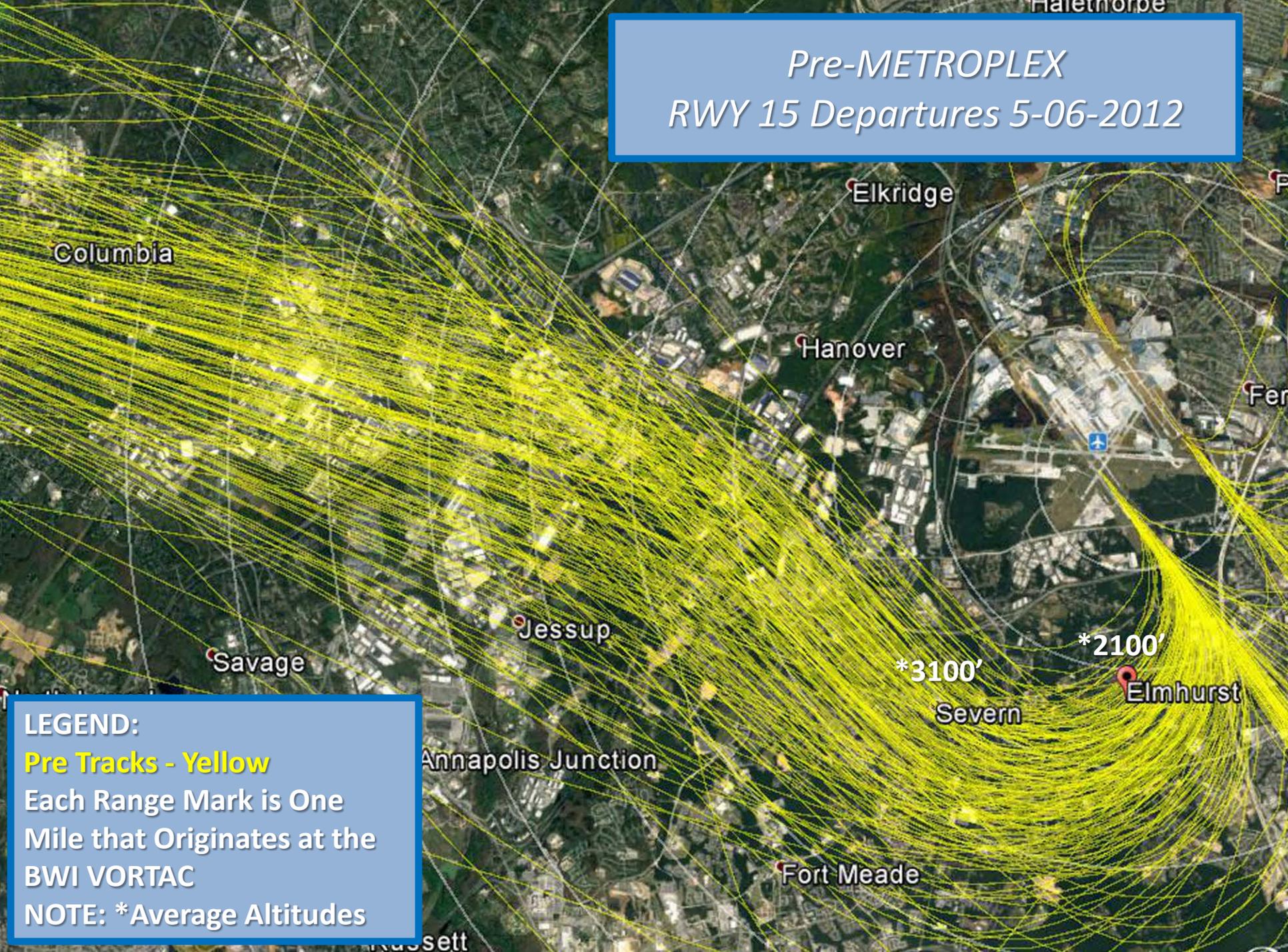


Lance Brasher
Chairman
DC Metroplex BWI Community Roundtable

Attachments: FAA Diagrams from FAA BWI Workshop October 27, 2016

cc: Mr. Christopher Yates, DC Metroplex BWI Community Roundtable Vice
Chair
Ms. Marie Kennington-Gardiner, Regional Administrator, Eastern Region, FAA
Ms. Elizabeth Ray, Vice President, Mission Support Services, FAA
Mr. Paul Shank, P.E., Chief Engineer, Div. of Planning & Engineering, MAA
Ms. Ellen Sample, Director, Office of Real Estate & Noise Abatement, MAA

*Pre-METROPLEX
RWY 15 Departures 5-06-2012*



LEGEND:

Pre Tracks - Yellow

Each Range Mark is One
Mile that Originates at the
BWI VORTAC

NOTE: *Average Altitudes

*Pre-METROPLEX
RWY 28 Departures 6-29-2011*

LEGEND:

Pre Tracks - Yellow

Each Range Mark is One
Mile that Originates at the
BWI VORTAC

NOTE: *Average Altitudes

*5700'

Ellicott City

*2100'

Elkridge

*2000'

Hanover

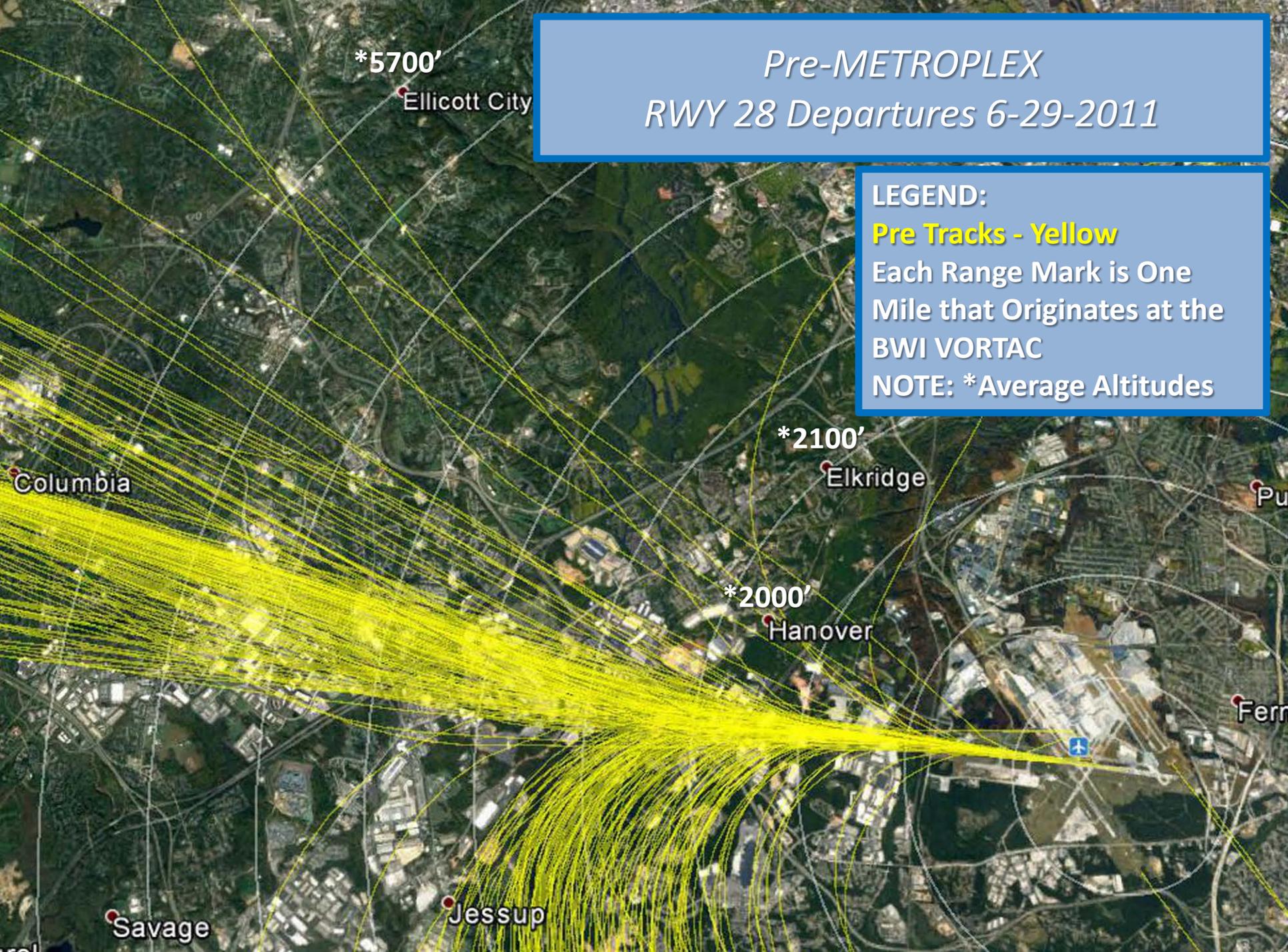
Columbia

Savage

Jessup

Ferris

Arrol



*Pre-METROPLEX
RWY 33 Arrivals 11-15-2012*

LEGEND:

Pre Tracks - Yellow

Each Range Mark is One
Mile that Originates at the
BWI VORTAC

NOTE: *Average Altitudes